



**City of Beaconsfield**  
**MASTER PLAN**



# City of Beaconsfield MASTER PLAN

BY-LAW BEAC-165 CONCERNING THE MASTER PLAN  
Entry into force : XX month 2025



BEACONSFIELD

## WORD FROM THE MAYOR

Towards a sustainable community

The City of Beaconsfield places the quality of life of its residents at the heart of its priorities and actions. Our shared strategic vision is based on a firm commitment to sustainable development, which values our ecological, environmental, social and economic assets in order to maximise the benefits for all our citizens and partners.

In 2023, the Québec government passed groundbreaking legislation to protect municipalities from being sued for disguised expropriation when they use land for conservation purposes. This legislative breakthrough is excellent news for Beaconsfield, as it allows us to officially designate Angell Woods as a conservation area. This vital protection ensures that this natural gem will be preserved for future generations. It is one of the most significant changes to our current concordance project.

As a reminder, the aim of a concordance by-law project is to harmonise our urban planning tools- in particular our Master plan and our municipal by-laws- with the “Schéma d’aménagement et de développement (SAD)” (Land Use Planning and Development Concept) of the Montréal Agglomeration.

The amendments presented in this document comply directly with the requirements of the SAD and include major initiatives such as:

Densifying residential development near train stations to promote living environments that are well served by public transport

Offering a greater diversity of housing types to better meet the needs of our population

Developing measures to protect other wooded areas in the municipality  
The integration of sustainable development and heritage preservation provisions, in accordance with legal requirements

I invite you to consult future communications concerning this important project. If you have any questions or require further information, please do not hesitate to contact our Urban Planning and Municipal Patrol Department.

Together, let’s continue to build a sustainable and harmonious community.

Mayor of Beaconsfield,

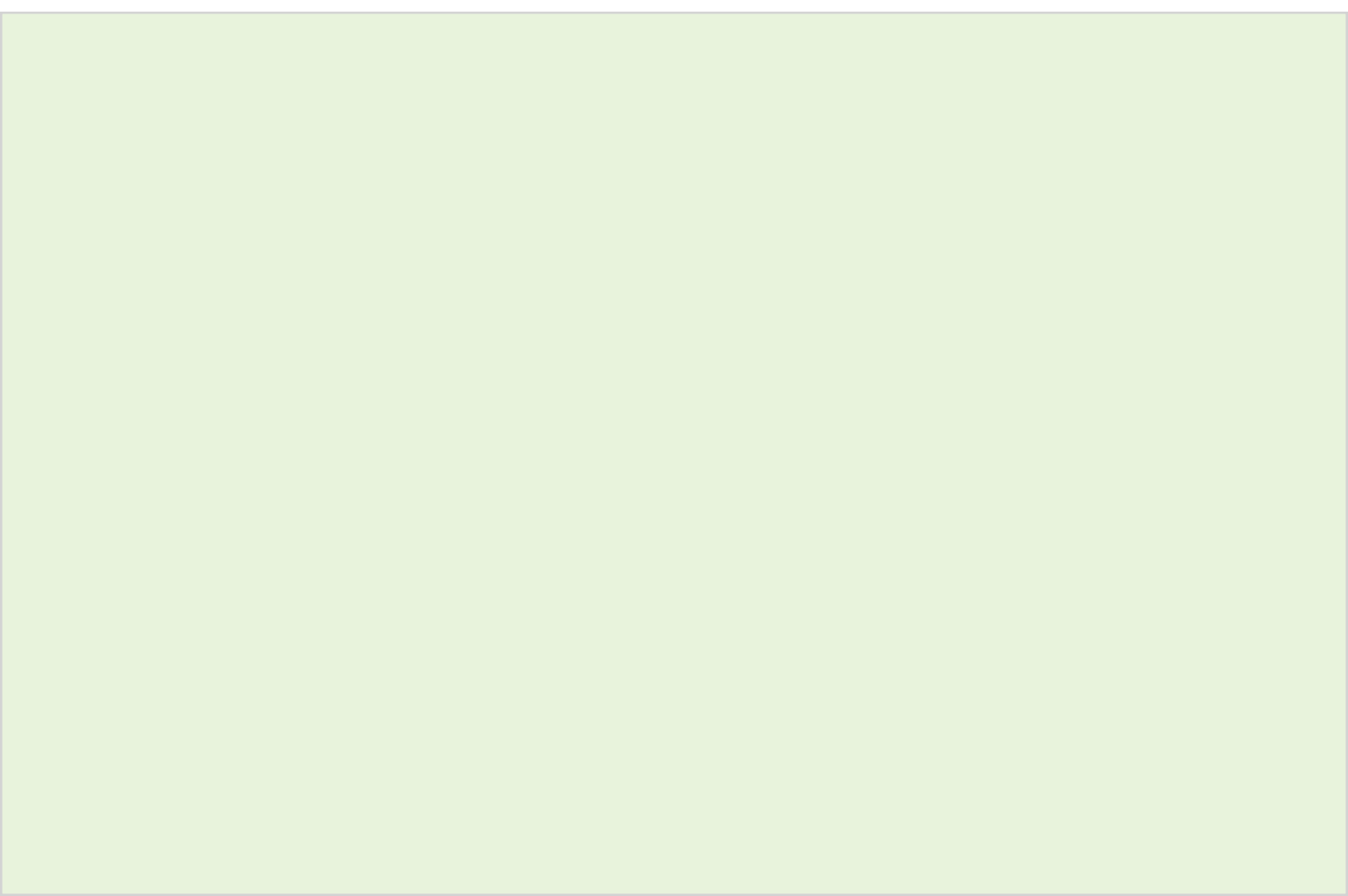
Georges Bouelle



BEACONSFIELD

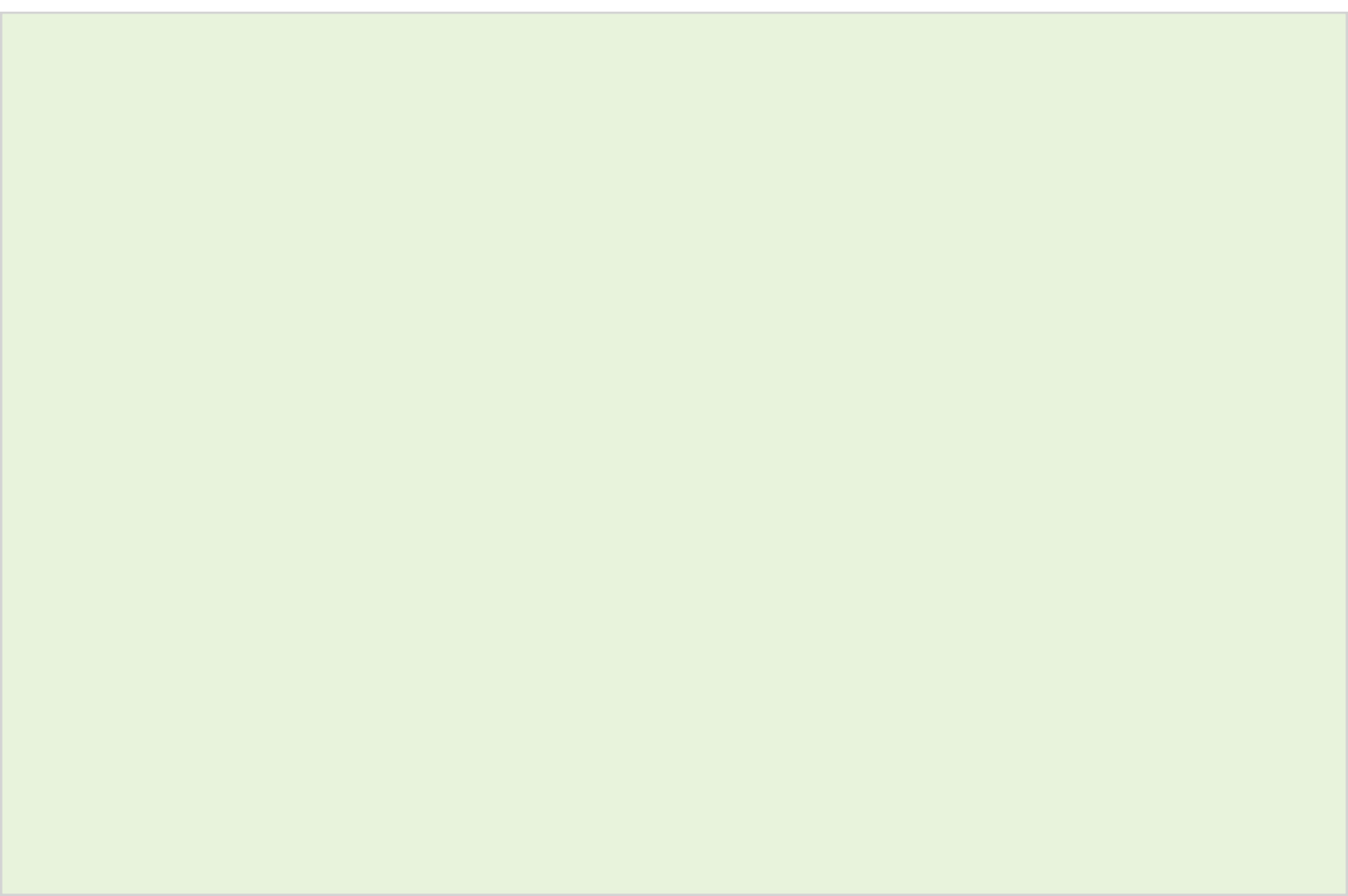
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# 1- INTRODUCTION



## 1- INTRODUCTION

The City's mission is to create an inclusive community offering a high-quality living environment that respects the natural and built environments, through responsible and innovative management. The City of Beaconsfield's Master Plan takes this mission into account and integrates it into all its areas of intervention.

The development plan's planning section subscribes to the principles of sustainable development with respect to land use planning. These lead to actions that take into account environmental, economic and social equity dimensions. The Plan also aims to significantly improve the quality of urban planning and architecture. The Plan reflects the City's desire to adopt an urban planning approach that is sensitive to the requirements of a healthy environment, particularly by preserving natural environments and improving the living environment in residential areas. In the spirit of the Paris COP 21 agreement, the Plan includes measures to reduce dependence on automobiles. It favours greater use of public transit and active modes of transportation such as walking and cycling. To achieve this, the Plan provides, among other things, for greater intensification and diversification of activities within walking distance of train stations.

The Master Plan focuses on improving the quality of life of Beaconsfield residents. It incorporates and supports the orientations, objectives and criteria of the Land Use and Development Plan (PMAD) as well as those of the Land Use planning and Development concept of Montreal agglomeration (SAD).

These orientations include :

- The implementation of mitigation measures to reduce noise, dust and vibrations emanating from Highway 20 and the railway tracks;
- The recognition of areas of significant heritage and natural environments;
- The implementation of preferential measures for public transport serving Beaconsfield station
- The protection and enhancement of built and natural heritage.



## 2- Overview of the territory





## 2- OVERVIEW OF THE TERRITORY

The City of Beaconsfield has a land area of 11 km<sup>2</sup> and a population of just over 19,847. The City, located in the west of the Island of Montreal, runs along Lake Saint-Louis for approximately 8.5 kilometers, between the city limits of Pointe-Claire and Baie d'Urfé. It is bordered to the north by Highway 40 and the cities of Kirkland and Sainte-Anne-de-Bellevue.

The corridors of Highway 20 and the Canadian Pacific and Canadian National railways cross the City from east to west. Two roads intersect these transportation corridors: Saint-Charles Boulevard, located 1 kilometre from the eastern limit of the City, and Woodland Avenue, located in the western part of its territory.

Almost the entire territory is residential, with its parks, community facilities and local businesses. The living environment established south of Highway 20 is entirely urbanized and consists exclusively of single-family residences. As for the living environment, located north of Highway 20, it includes an area that is still wooded and fallow, the Angell Woods sector, with an area of approximately 80 hectares.

The territory is characterized by:

- A predominantly residential occupation;
- A quality natural environment, particularly the Angell Woods.

Arising from these observations, the main development issues for the City of Beaconsfield are:

- Preserving and improving the quality of living environments.
- Improving transportation services.
- Protecting and enhancing the Angell Woods.



## 2- OVERVIEW OF THE TERRITORY

The City of Beaconsfield has nearly 6,690 households with an average of 2.9 people, which is high compared to the City of Montreal as a whole. The majority of households own their homes and their average income is higher than that of the census metropolitan area (CMA).

Higher than that of the agglomeration, the median age is 43.5 years for the City of Beaconsfield and 39.2 years for the agglomeration. However, the city's population is distinguished by a higher proportion of young people than the island as a whole. In fact, 34% of the city's population is under 25 years old, compared to a proportion of 28% in the agglomeration.

Between 1981 and 2011, by observing the evolution of the population, the number of households and age, we note:

- A stabilization of the total population;
- An aging population;
- A decrease in the number of children under 15 years old. The northwest sector of Beaconsfield has the highest proportion of children and the lowest proportion of people aged 65 and over.

Living environments represent nearly 86% of the total area of the City's territory. Beaconsfield has largely developed around neighbourhood parks, thus constituting sectors each with its own personality and with which residents identify. In addition, two sectors show a higher density residential typology, composed of townhouses and apartment buildings located north of Highway 20. Of course, with the exception of a few larger properties on the shores of Lake Saint-Louis, the subdivision is homogeneous as a whole.

Commercial services are available in four neighbourhood centres. First, two commercial hubs are concentrated at the corner of Highway 20 and Saint-Charles Boulevard. Then, the village of Beauraire is bordered by Beaconsfield Boulevard, between Saint-Louis and Woodland streets. Finally, Elm Plaza at the corner of Elm Avenue and Fairway Drive.

Parks and schools are well distributed across the territory and well integrated into the living environments. In addition, a civic centre and cultural services are established south of Highway 20. On the other hand, the built environment of Beaconsfield 4 has reached maturity and should not undergo any major transformation.

1- Saint-James Park



2- Beacon Hill Park



3- Residential project on Elm



4- Résidentiel sector on Grove



## 2- OVERVIEW OF THE TERRITORY

The city's known transformations take the form of redevelopment within established living environments. As land for development has become scarce, particularly in a sought-after area, the few vacant lots and spaces occupied by more modest or less well-maintained residences are in high demand for redevelopment. Measures will have to be put in place to control projects to modify, expand or replace existing residences as well as projects that will be inserted on vacant lots. The city's known transformations take the form of redevelopment within established living environments. As land for development has become scarce, particularly in a sought-after area, the few vacant lots and spaces occupied by more modest or less well-maintained residences are in high demand for redevelopment. Measures will have to be put in place to control projects to modify, expand or replace existing residences as well as projects that will be inserted on vacant lots.

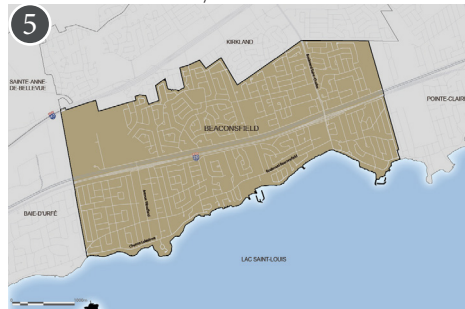
Furthermore, the residential sector of Lakeview Street has developed without a sanitary sewer network, therefore with private wastewater treatment systems on land measuring more than 1,500 m<sup>2</sup> in area. The density is lower than elsewhere in the territory: 10 dwellings per hectare compared to 15.

In 2015, the City revised its by-law on site planning and architectural integration plans, which contains provisions limiting the volume of houses and making it possible to better identify the architectural objectives and criteria for insertion projects in homogeneous sectors. The new by-law also takes into account the new requirements in accordance with the and Land use planning and development concept of Montreal agglomeration (SAD).

The quality of living environments is demonstrated by:

- The low density of residential neighbourhoods;
- Harmony in the architecture and location of residences as well as in land development;
- Recognition and respect for buildings and complexes that have heritage value;
- The absence of uses incompatible with residential sectors;
- Control of noise, dust and vibrations emanating from the highway and railway tracks;
- The safety and peace of mind of residents.

5- Identification of the territory



# 3 - Vision and objectives



### 3 - VISION AND OBJECTIVES

Recognized for its exceptional quality of life, Beaconsfield is made up of safe urban environments where nature is fully integrated into the urban landscape. The city wishes to maintain this asset and provide its residents with a living environment conducive to individual and collective development. It wants to develop among citizens a sense of belonging to the city.

The city has both older neighbourhoods located near Lac Saint-Louis, neighbourhoods corresponding to the inner suburbs near Highway 20 and more recent developments in the northwest part. In the older neighbourhoods located near Lac Saint-Louis, the age, condition or characteristics of the built environment are conducive to replacements and insertion projects.



## OBJECTIVE 1

### MAINTAIN AND IMPROVE THE QUALITY OF LIFE IN RESIDENTIAL SECTORS

#### ACTIONS

1.1 Renew policies limiting the subdivision of land.

1.2 Develop policies for managing the built environment to control the quality of architecture and particularly the volume, insertion or replacement of residences. These policies, which may vary depending on the degree of homogeneity of the different residential sectors and the surface area of the land. These policies will also apply to the expansion and modifications of existing residences.

1.3 Adopt rules for the preservation and enhancement of sectors and buildings of heritage interest, particularly regarding construction, renovation and demolition work as well as the volume of buildings, land development, architectural characteristics and cadastral operations..

1.4 Harmonize regulations with the requirements of the Cultural Heritage Act by developing an inventory of the city's heritage buildings and establishing specific evaluation criteria to supervise their redevelopment projects.

1.5 Establish zoning rules prohibiting any use incompatible with the residential and institutional function in already built-up areas and, for areas to be developed, establish rules for harmonization between the different types of residential construction.

1.6 Provide noise and vibration mitigation measures for sensitive uses adjacent to a railway right-of-way, a high-volume road or a railway line.

6- The Grove



7- Typical cottage



8- Park



9- Typical residence on the edge of the lake



## OBJECTIVE 2

### MAINTENIR L'ACCÈS AUX PARCS ET AUX ÉQUIPEMENTS COMMUNAUTAIRES ET AMÉLIORER L'ACCÈS AU LAC SAINT- LOUIS TOUT EN METTANT EN VALEUR LE PARCOURS RIVERAIN

As part of its commitment to providing a quality living environment to its citizens, the City of Beaconsfield stands out with a wide range of services, activities and events. This wealth is made possible by the presence of some thirty parks and green spaces that punctuate its territory. In order to preserve, enhance and optimize the management of these essential spaces, a first Master Plan for Parks and Green Spaces was adopted in 1989, followed by an update in 2017.

Known for its water sports activities, particularly with its two marinas contributing to the quality of life, the city also recognizes the importance of the waterfront route along Lakeshore Road and Beaconsfield Boulevard. This picturesque road offers several views of Lake Saint-Louis and significant panoramas and landscapes. It also provides access to multiple waterfront parks and heritage elements.

As part of the Master Plan, the City aims to provide access to parks and community facilities that are well adapted to the different needs of the population and to improve access conditions to Lake Saint-Louis so that as many residents as possible can benefit from them.

#### ACTIONS

- 2.1 Adequately indicate public access to the water.
- 2.2 Encourage the use of access points to the banks for any non-motorized recreational activity related to the body of water, likely to improve the quality of life of residents
- 2.3 Maintain and preserve visual openings on the water and highlight points of interest.
- 2.4 Maintain and preserve the overall appearance of the riverside route through quality development of public and private domains.
- 2.5 Replace and improve park facilities in order to serve all types of users (youth, adults, people with reduced mobility, etc.)
- 2.6 Adopt a master plan for parks and green spaces.

10- Saint-Louis Park



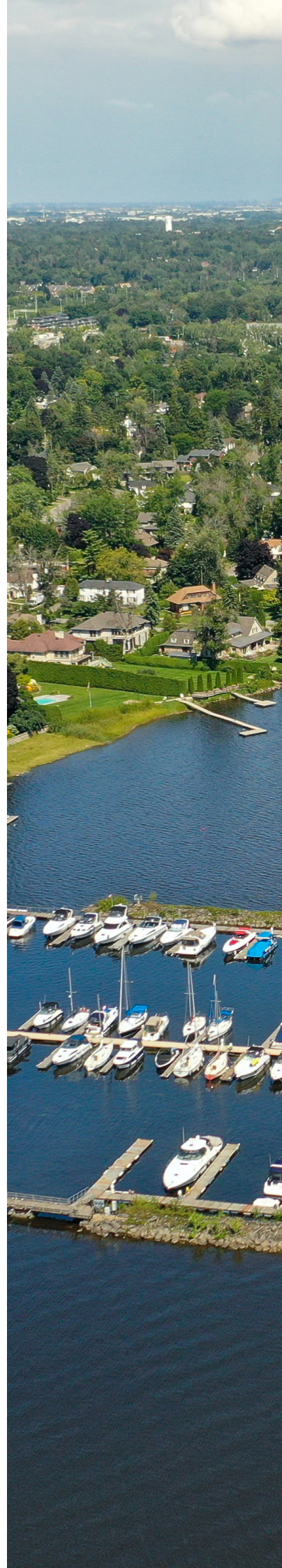
11- Saint-Charles Boulevard



12- Marina Beaconsfield Yacht Club



13- Saint-Louis Lake



## OBJECTIVE 3

### MAINTAIN A BALANCED SERVICE IN BUSINESS AND NEIGHBORHOOD SERVICES

Four distinct commercial sectors serve the City of Beaconsfield.

First, the Beaconsfield shopping centre, near the Saint-Charles Boulevard interchange south of Highway 20, offers a variety of businesses and services, including a bank, a grocery store, fast food restaurants, a dentist and a jewellery store.

Second, the commercial hub located north of Highway 20 near the Beaconsfield train station is made up of office complexes, a post office and a self-service convenience store.

Third, the village of Bearepaire, on Beaconsfield Boulevard, includes a few specialized businesses and neighbourhood services. This commercial artery, located in the heart of the southern residential sector, thus acts as a village core and was developed as part of a revitalization program.

Fourth, the Elm Avenue shopping centre (Plaza Elm) is losing vitality despite the fact that it houses a few small and varied local shops.

### ACTIONS

3.1 Consolidate commercial sectors

3.2 Study the possibility of expanding the Bearepaire village sector to include a few properties located outside the current limits that would lend themselves to complementary uses, such as professional offices.

3.3 Support and encourage the development of all commercial uses

3.4 Encourage local businesses to stand out from large chains in order to create an atmosphere based on the "green village" concept.

14- Bearepaire Village



15- Bearepaire Village



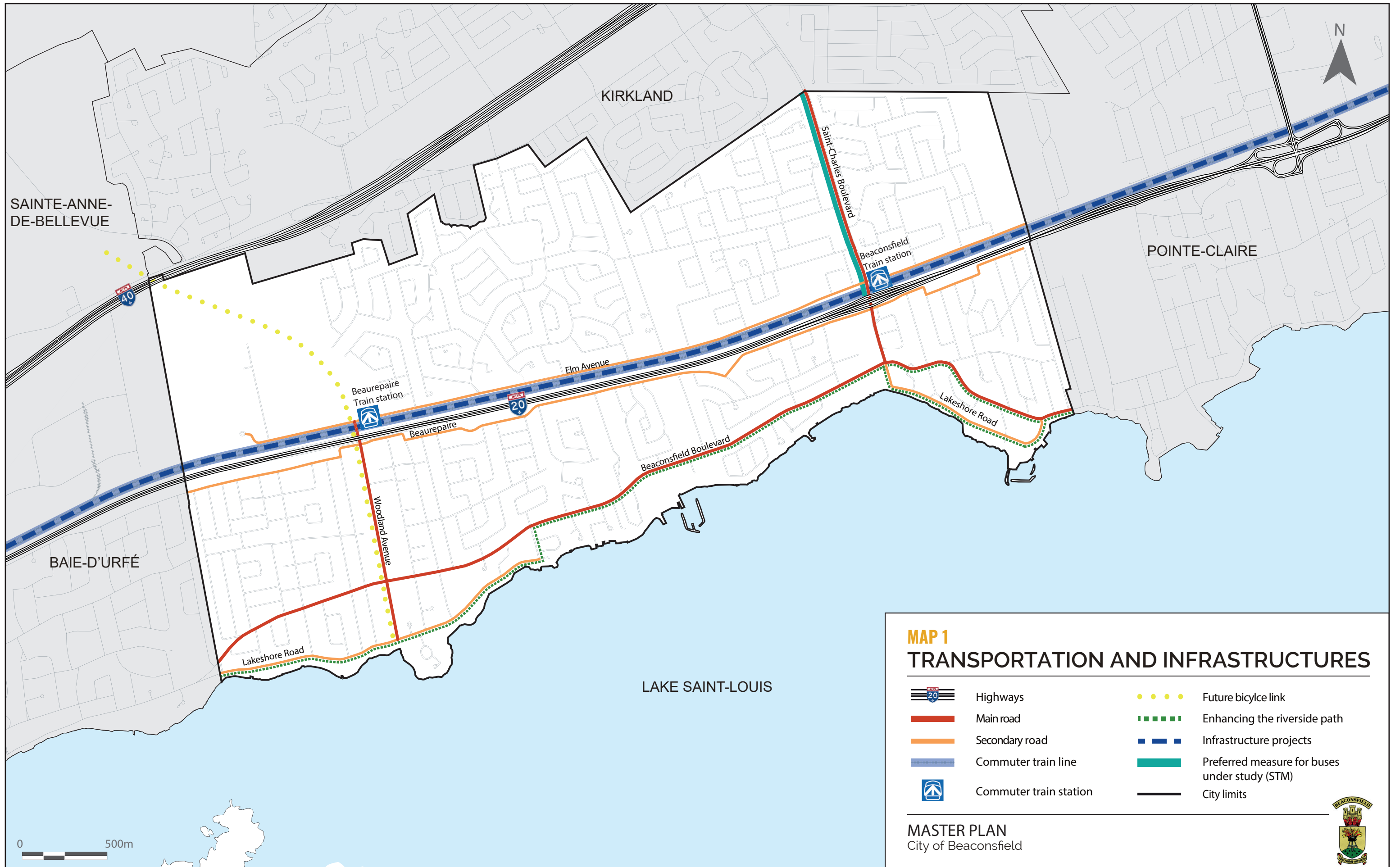
16- Beaconsfield mall



17- Arial view of Beaconsfield





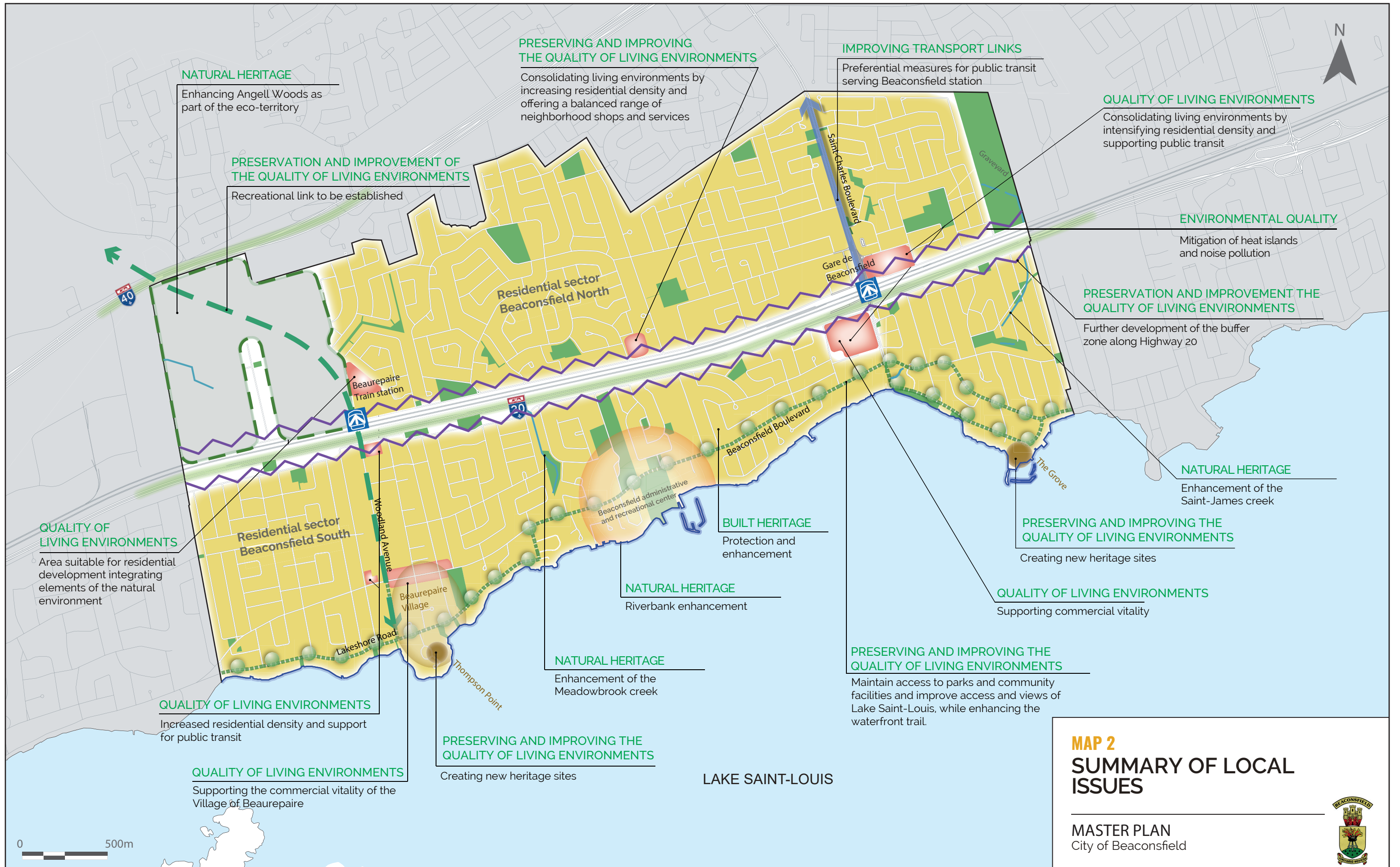


**MAP 1**  
**TRANSPORTATION AND INFRASTRUCTURES**

- |  |                        |  |   |
|--|------------------------|--|---|
|  | Highways               |  | Future bicycle link                           |
|  | Main road              |  | Enhancing the riverside path                  |
|  | Secondary road         |  | Infrastructure projects                       |
|  | Commuter train line    |  | Preferred measure for buses under study (STM) |
|  | Commuter train station |  | City limits                                   |

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 City of Beaconsfield





**NATURAL HERITAGE**

Enhancing Angell Woods as part of the eco-territory

**PRESERVATION AND IMPROVEMENT OF THE QUALITY OF LIVING ENVIRONMENTS**

Recreational link to be established

**PRESERVING AND IMPROVING THE QUALITY OF LIVING ENVIRONMENTS**

Consolidating living environments by increasing residential density and offering a balanced range of neighborhood shops and services

**IMPROVING TRANSPORT LINKS**

Preferential measures for public transit serving Beaconsfield station

**QUALITY OF LIVING ENVIRONMENTS**

Consolidating living environments by intensifying residential density and supporting public transit

**ENVIRONMENTAL QUALITY**

Mitigation of heat islands and noise pollution

**PRESERVATION AND IMPROVEMENT THE QUALITY OF LIVING ENVIRONMENTS**

Further development of the buffer zone along Highway 20

**NATURAL HERITAGE**

Enhancement of the Saint-James creek

**PRESERVING AND IMPROVING THE QUALITY OF LIVING ENVIRONMENTS**

Creating new heritage sites

**QUALITY OF LIVING ENVIRONMENTS**

Supporting commercial vitality

**PRESERVING AND IMPROVING THE QUALITY OF LIVING ENVIRONMENTS**

Maintain access to parks and community facilities and improve access and views of Lake Saint-Louis, while enhancing the waterfront trail.

**QUALITY OF LIVING ENVIRONMENTS**

Area suitable for residential development integrating elements of the natural environment

**QUALITY OF LIVING ENVIRONMENTS**

Increased residential density and support for public transit

**QUALITY OF LIVING ENVIRONMENTS**

Supporting the commercial vitality of the Village of Beurepaire

**PRESERVING AND IMPROVING THE QUALITY OF LIVING ENVIRONMENTS**

Creating new heritage sites

**BUILT HERITAGE**

Protection and enhancement

**NATURAL HERITAGE**

Riverbank enhancement

**NATURAL HERITAGE**

Enhancement of the Meadowbrook creek

LAKE SAINT-LOUIS

**MAP 2**  
**SUMMARY OF LOCAL ISSUES**

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City of Beaconsfield



0 500m

## OBJECTIVE 4

### SUPPORTING THE FEELING OF BELONGING TO THE COMMUNITY AND ENHANCING THE QUALITY OF PUBLIC DOMAIN DEVELOPMENT

The feeling of belonging is linked to the stability of residents and their participation in community life, mainly cultural and recreational. With this in mind, the City intends to offer citizens the opportunity to reside in their community for as long as possible, by allowing everyone, within certain parameters, to modify and use their residence according to the evolution of their needs and means, particularly in the form of housing adapted to the aging population. The City also intends to promote the regeneration of the population by inviting young households to join the community in order to preserve the balance between the different age groups and maintain community dynamism.

Improving the development of the public domain essentially means respecting the natural topography of the area in the layout of new streets and during the renovation of existing streets, as well as in the installation of new buildings or the expansion of existing buildings.

#### ACTIONS

**4.1** Adapt regulations to encourage the modification or expansion of buildings and the development of outdoor spaces, in order to adapt residences to the needs of those who live there.

**4.2** For the sectors to be developed:

- Build a certain number of accessible housing units that can be adapted to the different needs of the City’s population, particularly for seniors;
- Promote the construction and renovation of housing that is accessible to young families.

**4.3** Create public signage adapted to Beaconsfield.

**4.4** Continue policies to standardize street furniture and mark the entrances to the City and the village of Beaugreffe with signage and developments that reflect the special character of Beaconsfield.

**4.5** Integrate the principles of universal accessibility into the implementation of projects located on the public domain.

**4.6** Promote redevelopment projects focused on a multiplicity of transportation choices prioritizing an active lifestyle by creating trails dedicated to bicycles and pedestrians and supporting the principles of universal accessibility.

18- Residential complex



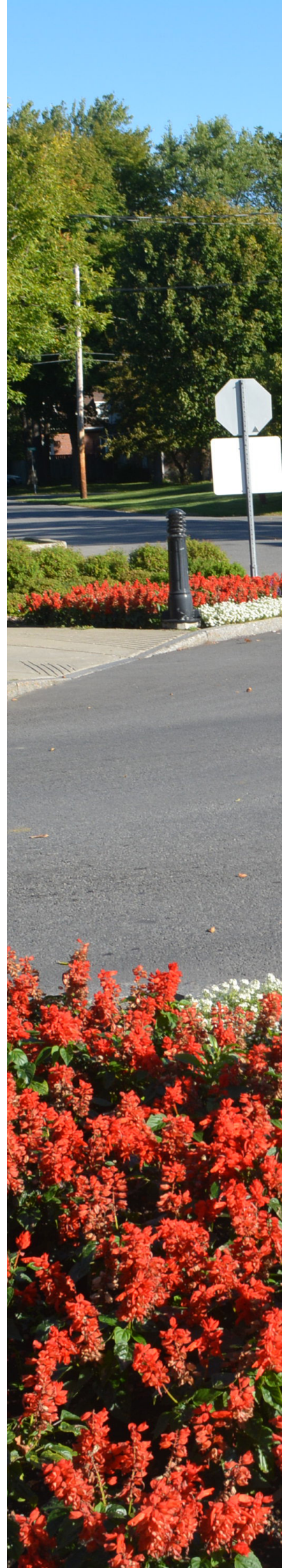
19- Landscaping



20- Recreation center



21- Beaugreffe village



## OBJECTIVE 5

### IMPROVING SUSTAINABLE MOBILITY.

The City is well served by the highway network. That being said, Highways 20 and 40 cross the territory from east to west, connecting the western suburbs with the city centre.

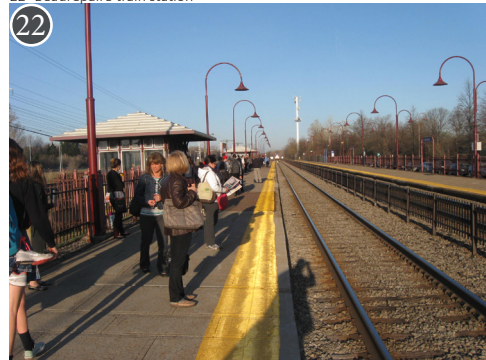
A few main and secondary arteries of interest are also present on the territory in order to channel traffic, promote accessibility and link different residential areas. Beaconsfield Boulevard, Woodland Avenue and Saint-Charles Boulevard are classified as main roads, while Lakeshore Road, Elm Avenue and Beaurepaire Drive are classified as secondary roads.

Consequently, the congestion observed during the morning rush hour on Highway 20 and around the interchanges leads some motorists looking for an alternative route to use the local roadway, thus disturbing the tranquility in certain residential areas.

Public transportation is also present in the territory. Two commuter train stations on the Vaudreuil-Dorion train line allow boarding, namely Beaurepaire station to the west and Beaconsfield station to the east. However, the frequency of commuter trains limits the effectiveness of this means of transportation for users. Thus, the STM bus lines also allow transportation on a metropolitan scale, but also on a local scale, making travel easier in the West Island of Montreal.

Active transportation is equally prioritized and integrated into the urban fabric. The shared path between motorists and cyclists along the riverside route is heavily used both practically and recreationally.

22- Beaurepaire train station



22- Beaconsfield train station



24- Saint-Charles Boulevard



25- Beaconsfield train station



## IMPROVING SUSTAINABLE MOBILITY.

## ACTIONS

5.1 Plan to implement preferential measures for buses along Saint-Charles Boulevard, serving Beaconsfield Station, and along the axes serving Bearepaire Station.

5.2 Plan to implement preferential measures for the new Kirkland REM located north of Beaconsfield

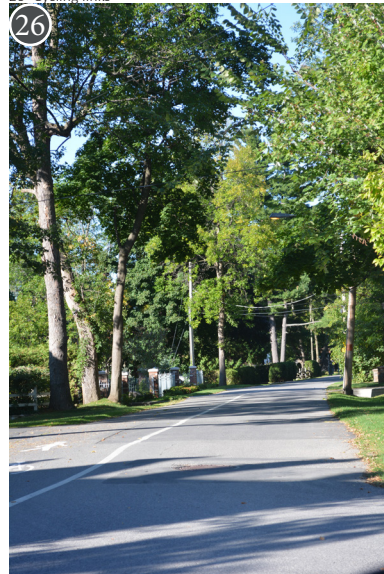
5.3 Create north-south cycling links, particularly along Saint-Charles Boulevard and Woodland Avenue, to connect Anse-à-l'Orme Nature Park, Angell Woods and Bearepaire Station to Lakeshore Road. Cycling links must also be created to ensure a connection with the Kirkland REM.

5.4 Improve pedestrian and cyclist traffic conditions in the various residential areas and create a user-friendly network, particularly for children, to safely reach parks, schools and community facilities

5.5 Improve the frequency and availability of commuter trains.

5.6 Connect the EXO train and the REM by bus.

26- Cycling links



27- EXO train



## 4- The regulatory parameters applicable to the City



## 4 - THE REGULATORY PARAMETERS APPLICABLE TO THE CITY

The parameters and orientations of the Master plan that have a regulatory scope are reflected in the urban planning regulations of the City. Zoning is the main regulatory instrument for implementing the Master plan. It determines the vocation of the different zones of the territory in order to control the use of land and buildings as well as the location, shape and appearance of constructions.

### LAND USE

Arising from the guidelines of the Montreal Agglomeration Development and Planning Plan, the except from Map 3 entitled Land Use Applicable to the City of Beaconsfield expresses the desired vocation in the sectors to be built or transformed and confirms that of the established sectors. According to the concept chosen, the land use categories reflect the general nature of the environments, thus moving away from a form of land use whose overly normative nature would lead to an overly precise division of the territory. Inclusive, these categories promote diversity and group together a variety of activities that may take place within the same land use area, subject to rules of complementarity or compatibility specified in the City's urban planning regulations. This approach, which is more argumentative than regulatory, allows for flexible management of urban development and simplifies administrative procedures. In this spirit, recourse to the Master plan amendment procedure applies to changes that have a significant impact on the future of the city.

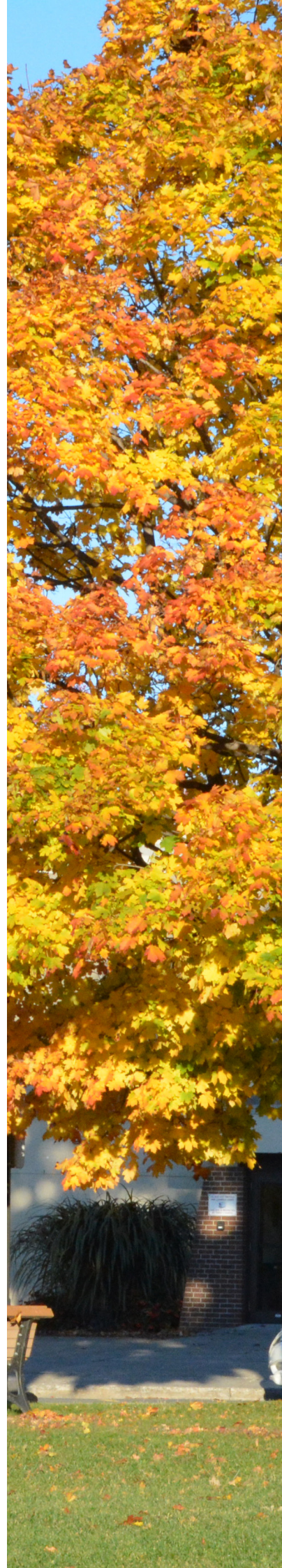
Tables 1 and 2 present and define four categories of land use. The first two (see Table 1) are inclusive in nature and correspond to distinct urban environments. The other two, essentially exclusive in nature (see Table 2), concern areas reserved for specific activities.

### BUILDING DENSITY

The construction density parameters are used to frame architectural production and determine the scale of the urban form as well as the intensity of activities on the different portions of the territory. For each of the sectors to be built or transformed, the parameters stated reflect the intentions of the Plan, the Scheme (SAD) and the Land use planning and development concept of Montreal agglomeration (SAD). (PMAD) regarding the desired character for the territory, while in the established sectors. These parameters correspond to the general character of the existing buildings, the sustainability of which the Plan aims to ensure.

The extract from map 4 entitled Construction density applicable to the City expresses the construction density according to a colour scale integrating the different density parameters. A description states the parameters applying to each sector. Specified by annotations, where applicable, these parameters describe the current or desired general character of a sector, based on one or more or all of the following elements:

- The number of floors above ground (excluding mezzanines);
- The method of installation: isolated, semi-detached, contiguous;
- The ground installation rate (CES) of the buildings;
- The land occupation coefficient (CO.), particularly in sectors to be transformed or built.



## 4 - THE REGULATORY PARAMETERS APPLICABLE TO THE CITY

### PARKS, GREEN SPACES AND NATURAL ENVIRONMENTS

The Master plan aims to ensure the protection and enhancement of parks, green spaces and natural environments illustrated in the extract from map 6 entitled Parks, green spaces and natural environments.

### BUILDING HERITAGE

All buildings identified in the list of buildings of heritage and architectural interest outside sectors of exceptional value, as well as all buildings located in sectors of exceptional value or in large institutional properties, must be subject to strict control with regard to cadastral operations, construction, renovation and demolition work, by the appropriate regulatory tools, in particular the regulation on architectural implementation and integration plans (PIIA).

In order to ensure the preservation of the architectural and landscape characteristics of a place of worship of interest, the City must define compatible uses and assess the heritage interest. To this end, the regulations must ensure:

- The preservation of architectural and landscape elements of interest;
- The protection and enhancement of visual openings;
- The protection and enhancement of outdoor spaces;
- Ensure the reversibility of interventions;

28- Angell Woods



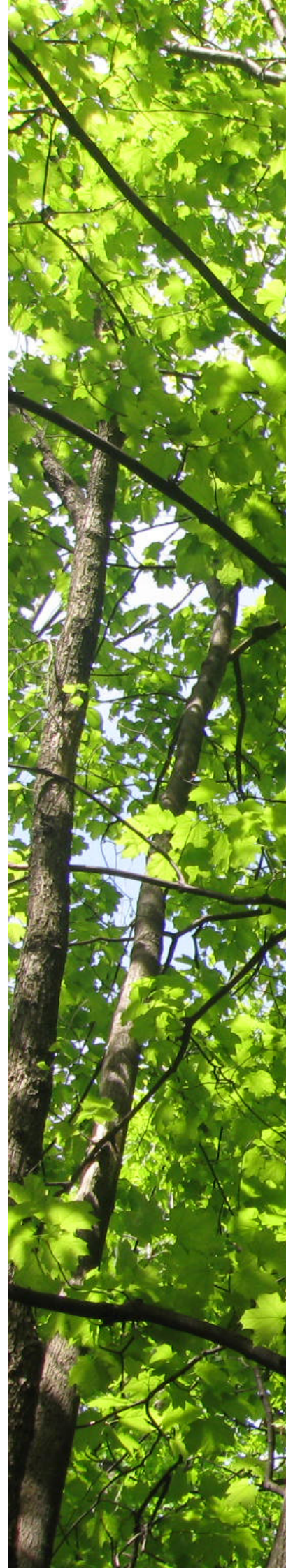
29- Drummond Park



30- Elm River



31- Saint-Edmund of Canterbury Church





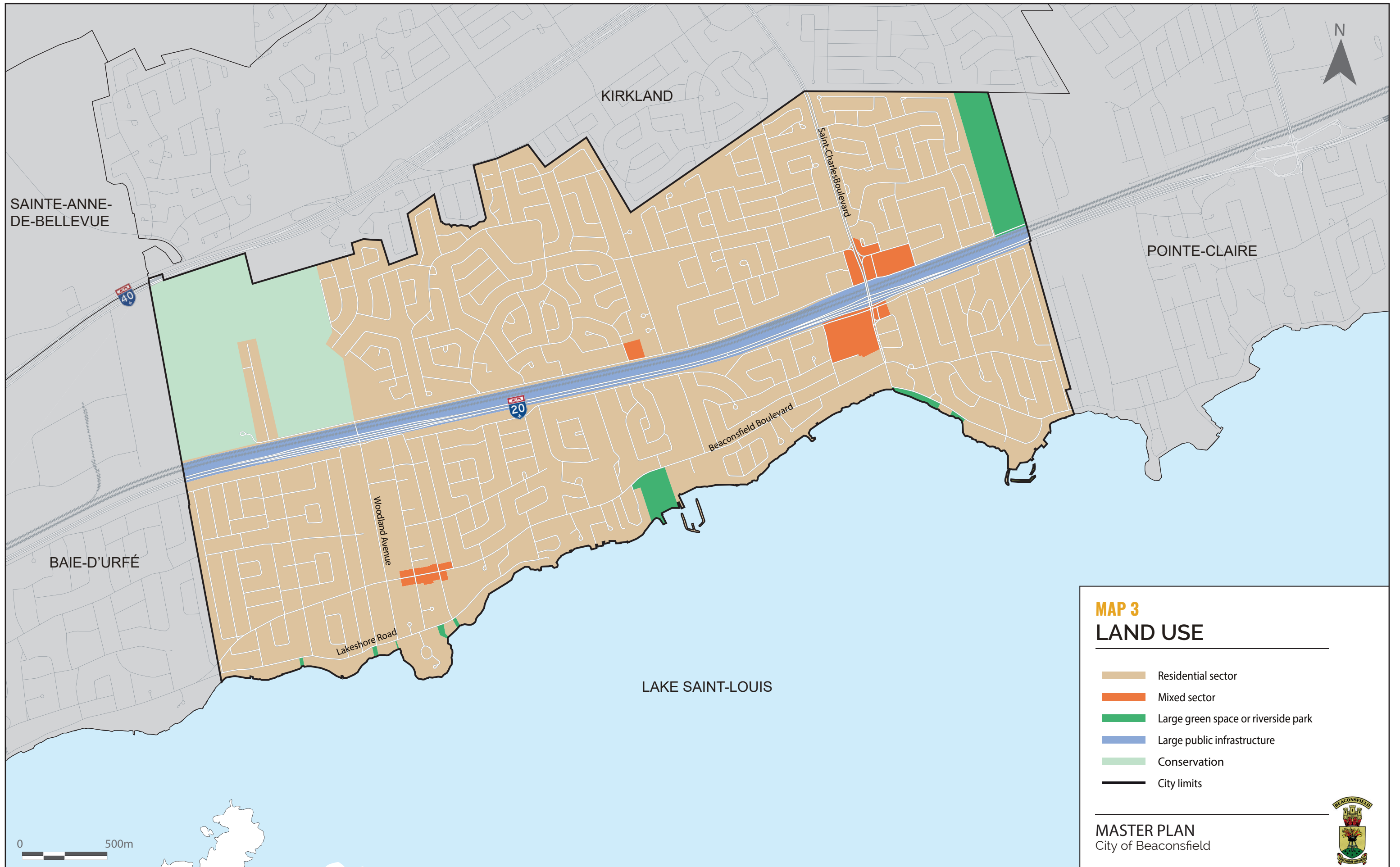
## Land use categories

TABLE 1 – DISTINCTIVE URBAN ENVIRONMENTS

DESCRIPTION	COMPONENTS	NOTES
<b>RESIDENTIAL SECTOR</b>		
Areas primarily intended for residential use.	<ul style="list-style-type: none"> <li>• Housing</li> <li>• Collective or institutional facilities</li> <li>• Public parks and green spaces</li> </ul>	<p>The regulations ensure the division into distinct zones of essentially residential sectors.</p> <p>It determines the categories of uses according to the nature of the environments and the public character.</p>
<b>MIXED SECTOR</b>		
Areas with a primarily commercial purpose involving activities related to retail or service sales.	<ul style="list-style-type: none"> <li>• Housing</li> <li>• Businesses</li> <li>• Office buildings</li> <li>• Commercial buildings</li> <li>• Buildings containing light industry</li> <li>• Collective or institutional facilities</li> <li>• Public parks and green spaces</li> </ul>	

TABLE 2 – AREAS RESERVED FOR SPECIFIC ACTIVITIES

<b>CONSERVATION SECTOR</b>		
Area reserved for the protection, enhancement and development of biodiversity as well as natural and landscape heritage	<ul style="list-style-type: none"> <li>• Research, education, scientific sampling or interpretation facility related to nature</li> <li>• Installation, equipment or arrangement of extensive recreation</li> <li>• Development of natural environments aimed at ecological management and improvement of biodiversity</li> </ul>	
<b>LARGE LANDSCAPE OR LARGE PUBLIC INFRASTRUCTURE</b>		
Areas dedicated to transport activities, i.e. the main infrastructures for transporting people and goods	<ul style="list-style-type: none"> <li>• The road network under the jurisdiction of higher governments</li> <li>• Port, railway and airport infrastructures</li> <li>• Use and complementary infrastructures</li> <li>• Electrical transformer stations, road and equipment yards, water treatment plants, purification plants, etc.</li> </ul>	




**MAP 3**  
**LAND USE**

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- Residential sector
- Mixed sector
- Large green space or riverside park
- Large public infrastructure
- Conservation
- City limits

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## Building density

### SECTEURS ÉTABLIS

#### ESTABLISHED SECTORS:

- Built with one or two floors above ground;
- Isolated layout;
- Low to medium ground coverage ratio.

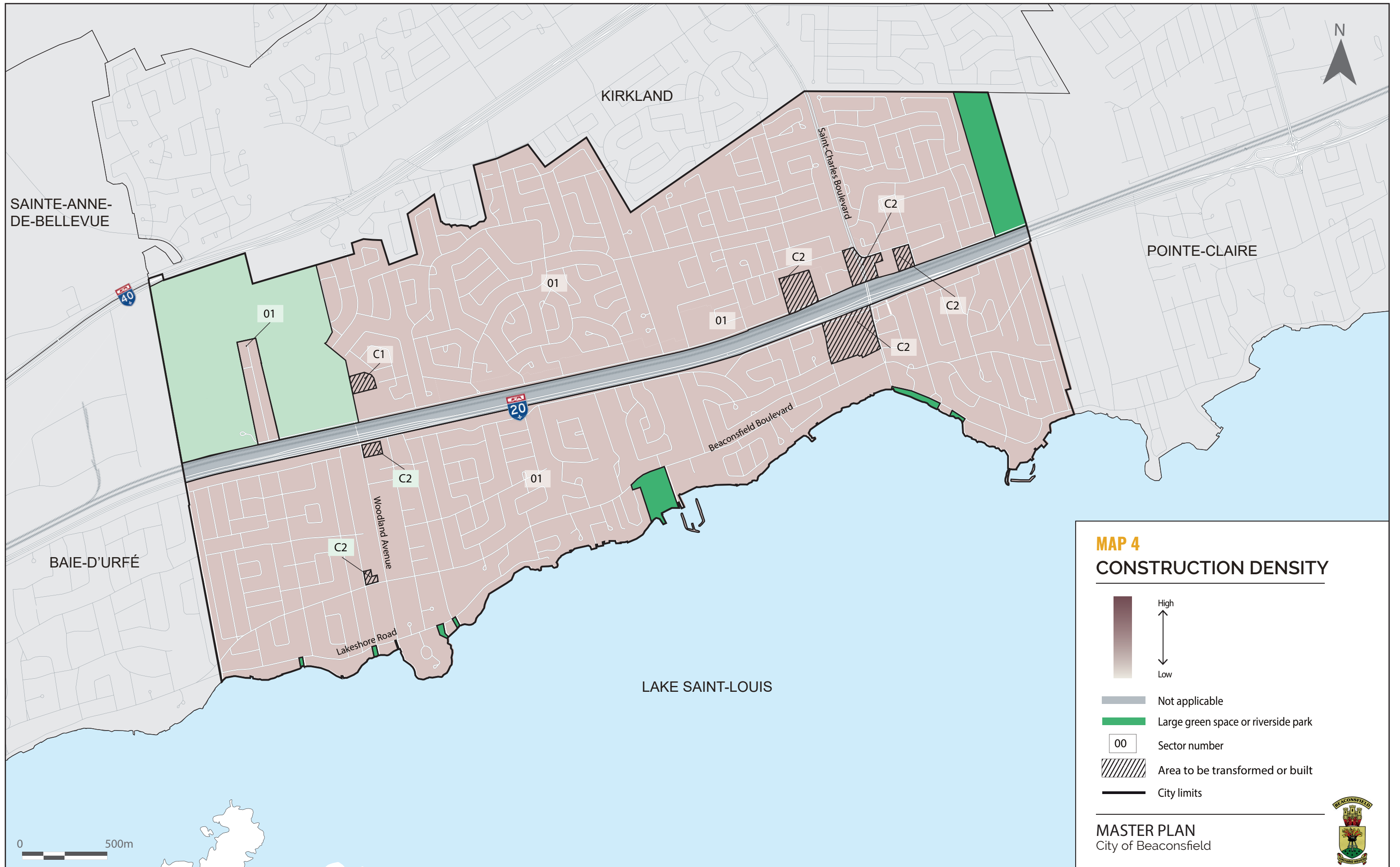
### SECTORS TO BE TRANSFORMED OR BUILT

#### SECTOR C1 :

- Buildings with two to three floors above ground
- Isolated layout
- Medium ground coverage ratio
- Minimum Floor Area Ratio (F.A.R.): 0,4;
- Maximum Floor Area Ratio (F.A.R.): 1,0.

#### SECTOR C2 :

- Buildings with two to four floors above ground;
- Medium ground coverage ratio;
- Minimum Floor Area Ratio (F.A.R.): 1,0;
- Maximum Floor Area Ratio (F.A.R.): 1,6;.
- Minimum density : 52 dwellings per hectare.



**MAP 4**  
**CONSTRUCTION DENSITY**

- High  
 ↑  
 ↓  
 Low
- Not applicable
- Large green space or riverside park
- Sector number
- Area to be transformed or built
- City limits

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 City of Beaconsfield



## 5- BUILDINGS OF HERITAGE AND ARCHITECTURAL INTEREST OUTSIDE SECTORS OF EXCEPTIONAL VALUE

The City's heritage buildings must be protected and managed in accordance with the provisions of the Cultural Heritage Act. To meet the requirements of this Act, the list of buildings concerned is included in the appendix to the municipal by-law on demolition. This list is an essential tool to ensure rigorous control of interventions, as prescribed by law. In addition to heritage buildings, this list also lists places of worship of heritage interest on the City's territory.

The buildings identified in the following list and all those located in sectors of exceptional value or in large institutional properties must be subject to strict control with regard to cadastral operations, construction, renovation and demolition work, or change of use, by the appropriate regulatory tools, in particular the regulations on site planning and architectural integration plans (PIIA).

### PLACES OF WOSHIP

<b>25, Fieldfare</b> Beaurepaire United	<b>455, Church</b> Christ Church Beaurepaire
<b>70, boulevard Beaconsfield</b> Briarwood Presbyterian	<b>202, Woodside</b> Beaconsfield United
<b>105, boulevard Beaconsfield</b> St. Edmund of Canterbury	

### SCHOOL BUILDINGS

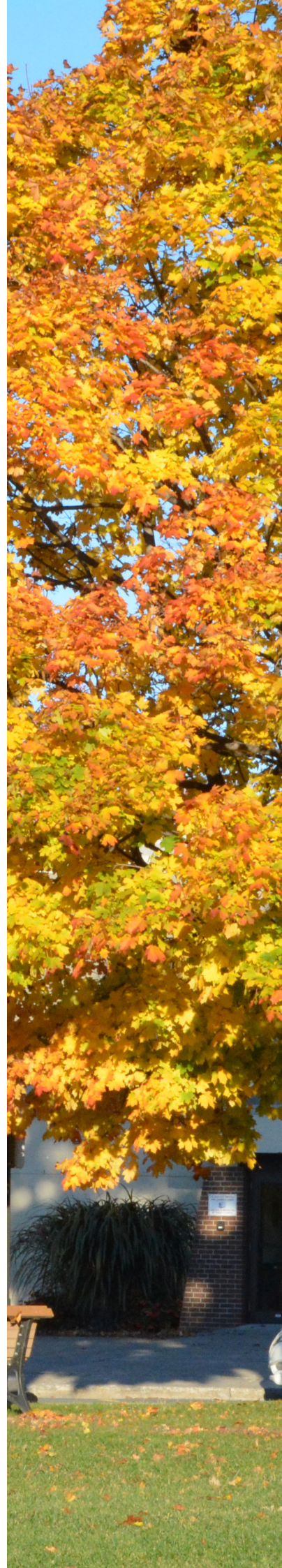
<b>16, Neveu</b> Saint-Rémi School	<b>450, Church</b> Old school
<b>257, Beaconsfield Boulevard</b> Adult Center Cartier	<b>91, Sweetbriar</b> Elementary School Beaconsfield

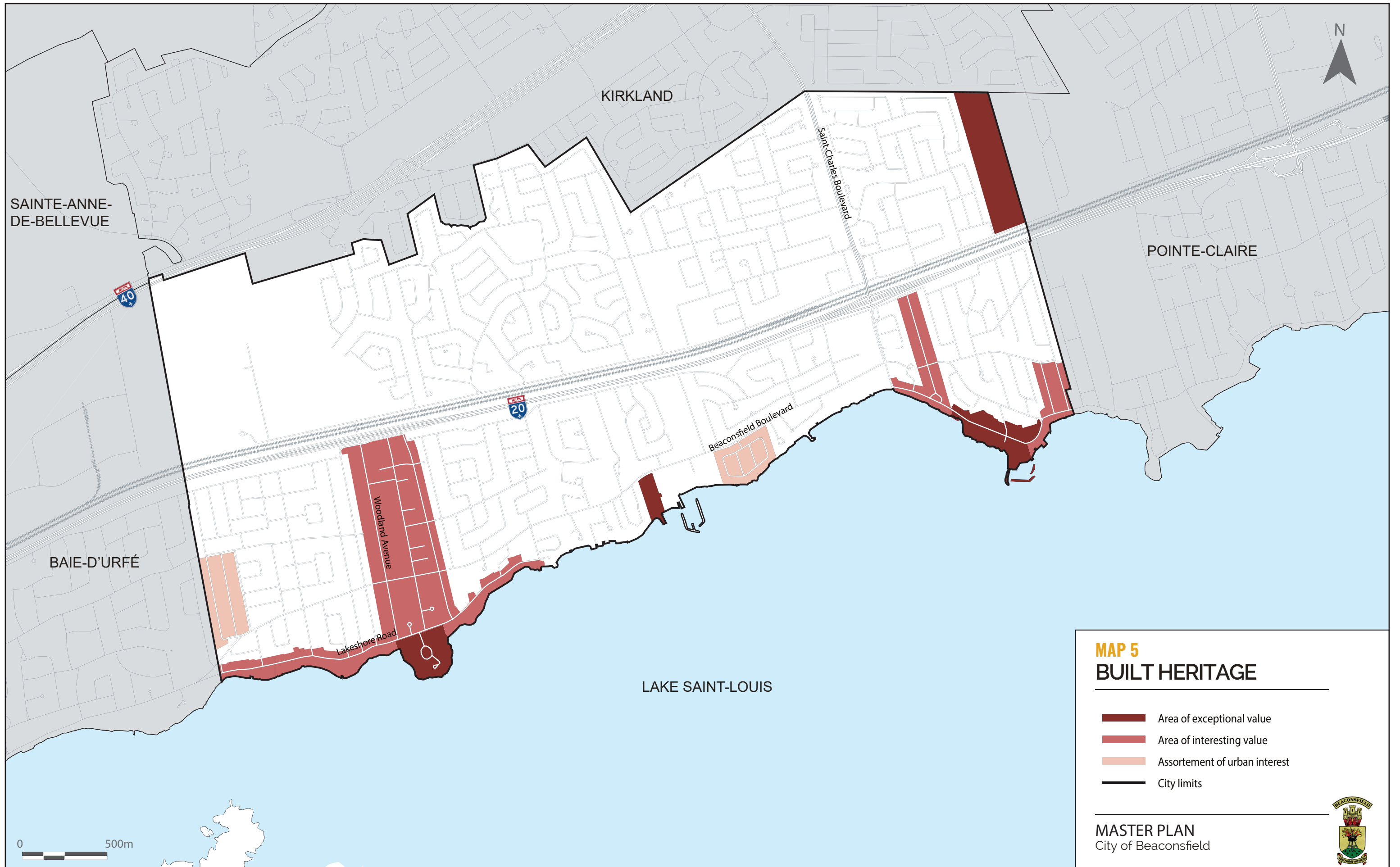
### PUBLIC BUILDINGS

<b>104, Elm</b> Beaconsfield Station	<b>28, Lakeshore</b> The Grove, Yacht club of Beaconsfield
<b>288, Beaconsfield Boulevard</b> Centennial building	





### THE DWELLINGS

Buildings in the "Housing" category are included in the BEAC-152 demolition regulations.



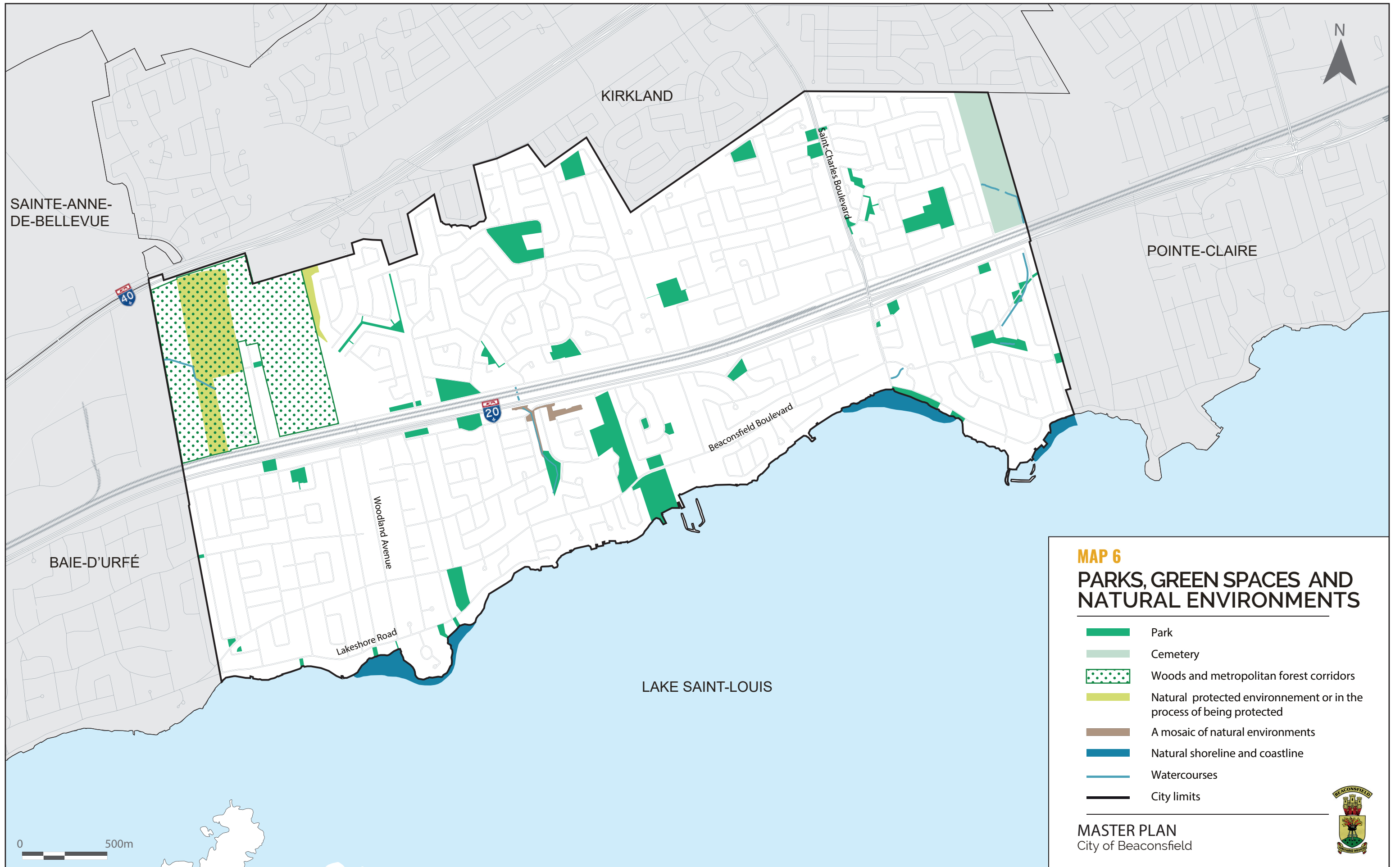


**MAP 5**  
**BUILT HERITAGE**

-  Area of exceptional value
-  Area of interesting value
-  Assortement of urban interest
-  City limits

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**MAP 6**  
**PARKS, GREEN SPACES AND**  
**NATURAL ENVIRONMENTS**

- Park
- Cemetery
- Woods and metropolitan forest corridors
- Natural protected environment or in the process of being protected
- A mosaic of natural environments
- Natural shoreline and coastline
- Watercourses
- City limits

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# City of Beaconsfield MASTER PLAN

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